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SEMPLE, E. C. *Influences of geographic environment.* (New York: Holt & Co. 1911. Pp. xvi, 683.)

To be reviewed.

STEVENS, H. J. *The copper handbook.* Tenth annual edition. (Houghton, Mich.: Horace J. Stevens. 1911.)

Describes 8,130 copper mines in all parts of the world.

SWART, A. G. N. *Rubber companies in the Netherland East Indies.* (Amsterdam: J. H. de Bussy. 1911. Pp. xviii, 307, 3.00 fl.)

TISCHMEYER and H. WERNER. *Landwirtschaftliche Reisebilder aus England und Schottland.* Arbeiten der deutschen Landwirtschaftsgesellschaft, No. 184. (Berlin: Paul Parey. 1911. Pp. vii, 68, illus., tables. 2 m.)

## Manufacturing Industries

### NEW BOOKS

BROWN, J. H., editor. *Lamb's textile industries of the United States.* (Boston: James H. Lamb Co. 1911. Pp. vi, 460.)

Embraces biographical sketches and a historical résumé of the progress of textile manufacture.

KOSSMANN, W. *Über die wirtschaftliche Entwicklung der Aluminum-industrie.* (Frankfurt: J. Baer & Co. 1911. Pp. 118. 2 m.)

KRANTZ, F. *Die Entwicklung der oberschlesischen Zinkindustrie in technischer, wirtschaftlicher und gesundheitlicher Hinsicht.* (Katowitz: Gebrüder Böhm. 1911. Pp. iv, 92, illus. 6 m.)

KRAWANY, F. *Internationale Papier-Statistik.* (Berlin: Verlag für Fachliteratur. 1911. Pp. viii, 250. 20 m.)

MILLS, J. C. *Searchlights on some American industries.* (Chicago: McClurg. 1911. Illus. \$1.50.)

OSTERMAYER, A. *Untersuchungen über die Ertragsfähigkeit der mährischen Bauernbetriebe.* (Brünn, Austria: Buch und Betriebsabteilung des Landeskulturrathes. 1911. Pp. 251. 10 m.)

SCHIDROWITZ, P. *Rubber.* (London: Methuen. 1911. Pp. xv, 303.) First part deals with production and consumption. Favorably reviewed in "Nature," Sept. 14, 1911.

SCHONEMANN, J. *Die deutsche Kaliindustrie und das Kaligesetz. Eine volkswirtschaftliche Studie.* (Hannover: Hahnsche Buchhandlung. 1911. 4.50 m.)

SCHOOLING, J. H. *The British trade book.* (London: Murray. 1911. 10s 6d.)

In this, the fourth issue, the tables are brought up to date, and there is much additional information resulting from new investigations.

SIMMERSBACH, O. *Die Bedeutung der Eisenindustrie in volkswirtschaftlicher und technischer Hinsicht.* Sammlung berg- und hüttenmännischer Abhandlungen, No. 70. (Kattowitz: Gebrüder Böhm. 1911. Pp. 19. 1.20 m.)

SIMMERSBACH, O. *Die Begründung der oberschlesischen Eisenindustrie unter Preussens Königen.* (Kattowitz: Gebrüder Böhm. 1911. Pp. 41. 2 m.)

WESTENBERGER, B. E. *Holzspielwarenindustrie im sächsischen Erzgebirge unter besonderer Berücksichtigung der Hausindustrie.* (Leipzig: O. Wigand. 1911. Pp. 149. 3 m.)

### Transportation and Communication

*Railway Rate Theories of the Interstate Commerce Commission.*

By M. B. HAMMOND. (Cambridge: Harvard University. 1911. Pp. vi, 200. \$1.00.)

This excellent little book is a reprint of articles contributed to the "Quarterly Journal of Economics" in 1910 and 1911. The aim of the author is to arrive at a complete theory of rate-making through an "inductive study" of the principles and tests employed by the Interstate Commerce Commission in its regulation of rates. The work is based on a careful examination of 135 leading cases settled between 1887 and 1906. Beginning with the approval given to the "value of service" theory in the first report of the commission, the author shows that in fact the commission has not found it possible to fix rates on so vague a principle, but that it has in its decisions set up several more definite standards, namely, value of commodity, cost of service, distance, natural advantages of location, competition, fair return on investment, and class and sectional interests. These the author considers separately, showing by analysis of illustrative cases how each has been employed in the adjustment of rates. His discussion of these points is most admirable. He then points out, with perhaps a little exaggeration, the extent to which these various tests, with the exception of the last, are simply expressions in differing forms of the cost principle, and declares his conviction that "the tendency of the Interstate Commerce Commission's decisions is, on the whole, towards a cost-of-service theory of rate-making." He concludes by formulating, in eight propositions, a "comprehensive theory of rate-making" resting upon the cost doctrine as its fundamental basis.